

**PROCEEDINGS OF THE BROWN COUNTY
PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE**

Pursuant to Section 19.84 Wis. Stats., a regular meeting of the **Brown County Planning, Development & Transportation Committee** was held on Monday, September 26, 2016 in Room 161, UW Extension, 1150 Bellevue St.

Present: Supervisors Bernie Erickson, Dave Kaster, Dave Landwehr, Tom Sieber, Norbert Dantine
Also Present: Alex Dums – WisDOT Project Leader, Andy Fulcer – WisDOT Project Manager;
Public Works Director Paul Fontecchio, Facility Project Manager Jeff Oudeans, Planning
Director Chuck Lamine, Principal Planner Aaron Schuette, Airport Director Tom Miller, Director
of Admin Chad Weininger, Asst. Park Manager Matt Kriese and other interested parties.

****Audio of the meeting is available by contacting the County Board office (920) 448-4015.***

I. Call Meeting to Order.

The meeting was called to order by Supervisor Erickson at 6:13 p.m.

II. Approve/Modify Agenda.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

III. Approve/Modify Minutes of August 22, 2016.

Motion made by Supervisor Landwehr, seconded by Supervisor Sieber to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

1. Review minutes of:

a. Harbor Commission (July 18, 2016).

Sieber noted the Harbor Commission minutes stated that the meeting was called to order by President Tom Klimek however he was marked as excused.

b. Planning Commission Board of Directors (August 3, 2016).

c. Planning Commission Board of Directors Transportation Subcommittee (May 16, 2016).

d. Rural Specialized Transportation Needs Study Advisory Committee Meeting #2 (June 7, 2016 and August 23, 2016).

e. Solid Waste Board (July 18, 2016).

f. Transportation Coordinating Committee (June 13, 2016).

Motion made by Supervisor Dantine, seconded by Supervisor Sieber to suspend the rules and take Items 1 a-f together. Vote taken. MOTION CARRIED UNANIMOUSLY

Motion made by Supervisor Dantine, seconded by Supervisor Landwehr to receive and place on file Items 1 a-f. Vote taken. MOTION CARRIED UNANIMOUSLY

Comments from the Public None.

WI Dot Presentation re: STH 32 and CTH H Intersection:

WisDOT Project Manager Andy Fulcer and WisDOT Project Leader Alex Dums provided a PowerPoint presentation re: WIS 32 Ashland Avenue and Parkview Road City of De Pere Brown County (attached) and spoke to additional handouts provided (also attached). They discussed with the Village of Ashwaubenon and City of De Pere and

received support from both municipalities for this alternative. They had a public meeting scheduled for October 17th for feedback from the public. They were looking for feedback from the county as it related to the fairgrounds. Kaster understood most of the accidents happened when people tried to cross both lanes. Landwehr questioned what the plan was during major events when people wanted to get back to Hwy 41 South? Fulcer informed they hadn't discussed it specifically but his initial thoughts were not to restrict it unless it became. He didn't think there was any reason why they wouldn't allow a U-turn movement. A J-turn on 29 was a safer movement than trying to cross all four lanes of traffic or get across the northbound into the southbound. Further concerns were raised; Fulcer informed that they could talk with their Traffic Section.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to open the floor to allow interested parties to speak. Vote taken. MOTION CARRIED UNANIMOUSLY

Steve Corrigan – 4424 Dickenson Rd, Town of Ledgeview

Corrigan represented the Brown County Fair Board as the President of the Fair Association. He informed they didn't have a problem with exiting the traffic from their events. In conjunction with the City of De Pere and the Brown County Sheriff, everything that left their north gate was forced to the north, they had to go to Hansen, it was a controlled intersection and it posed no problem. Everything out of their south gate was forced to the south. They did go to Cedar Street but if they cut back towards Ashland, that was south of the roundabout and not heavy traffic and could flow back to the right. Their biggest dilemma was incoming traffic. He could speak from experience, the 13 years he had been involved with the fair, which was a horrific, terrible crossing. The problems they had was that they could only stack about 5 to 7 cars from Fort Howard Avenue back to Ashland and they get stacked over the railroad tracks and they onetime almost had a train take a car out. They did work closely with the railroad and they will not stop freight. Their biggest problem and what they would like to see in this project was to have a turnoff lane onto Parkview as they were going north. That's where they had most of their rear-end accidents coming into their events. The other problem was anytime there was an event on Hwy 41 all the traffic got detoured down Ashland.

Motion made by Supervisor Kriese, seconded by Supervisor Dantine to return to regular order of business. Vote taken. MOTION CARRIED UNANIMOUSLY

Brown County Assistant Park Director Matt Kriese seconded some of Corrigan's concerns. They run into the same problems with the Hmong Festival and this weekend they had a Zombie run out there with about 800 people coming and leaving at the same time; there can be some major congestion there. He supported closing the intersection but he felt expanding the turn lane would be important otherwise they were backing it up down Ashland for some of those events. Same thing whether you are north or southbound there potentially extending some of those turn lanes. He pointed out an intersection on the aerial that he had concerns about if it wasn't marked as there was no turn lane currently. He questioned if it would be beneficial in adding more of a J-turn. Fulcer stated that one of the alternatives they did look at early in their design process was to fit a J-turn and it was too close to the intersection to develop an official left turn lane and due to some other factors.

Erickson felt the answer was to talk to enforcement and have that blocked off for weekend events and open it back up whenever that event was over.

Sieber questioned if there was thought given to making a one way going east and not allowing traffic to exit on to Ashland Avenue on Parkview permanently? Erickson felt they were screwing up the street for two events a year. Fontecchio informed there was a BP gas station there. Sieber felt it would make it safer.

Erickson suggested when they first put this up to put T-posts or something in the end of it; close enough so people couldn't drive through. Fulcer stated their plan would be to put red diamond shaped signs at the end.

Communications None.

Public Works

2. Budget Adjustment Request (16-78): Any increase in expenses with an offsetting increase in revenue.

GV-10 project has LRIP Funds that were approved by Wis DOT. They need to increase Construction General Expenses as well as Contributed Capital Revenue to be able to record this revenue and corresponding expense.

Motion made by Supervisor Sieber, seconded by Supervisor Kaster to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

3. Summary of Operations.

Public Works Director Paul Fontecchio referred to the Capital Projects chart in the agenda packet material and informed the D-16 Project was done and about \$60,000 under budget. The CTH T-Project went about \$30,000 over budget. They ran into issues with concrete on CTH T. They were still good year-to-date and overall tracking fine for the year with the rest of the percentages.

Motion made by Supervisor Dantinne, seconded by Supervisor Landwehr to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

4. Director's Report.

Fontecchio briefly spoke to project updates included in his written report.

He added to his report a preview of 2017 budget initiative – Emergency Response Crew (ERC), giving the committee an extra month to review before their budget meeting. Fontecchio added there were many talks about securing county property such as chainsaws and other tools with the ERC pickup trucks. He informed that the amount of responders depended on the incident.

Fontecchio spoke at length to the Snow Plow Routes and Schedules report (provided as one of the charts in the agenda packet material was incorrect). Knowing the plow routes would necessarily change due to the I-41 project and the route optimization effort, it seemed the ideal time to address other plowing related issues. Accommodating the I-41 project and safety related to staffing were some of their main goals. As noted in his report, to meet the goals of improved safety, 24-hour coverage, and the additional lane miles added by the I-41 project, they will need to add 7 highway crew positions as part of the 2017 budget; bringing their highway crew up to where it used to be prior to 2012. They anticipate having the crewmembers work on the DOT highway system so their wages will be covered mainly from the DOT Routine Maintenance Agreement money (RMA) funding. RMA money was what the state set aside or budgets for Brown County to maintain the state highway system summer and winter. Fontecchio highlighted Staffing, Overtime and Level of Service in his handout. He reiterated in summary, they accommodate the I-41 Project, improve safety of operations, improve level of service, reduce overtime costs and offer fixed schedules for the crew. In regard to truck revenue, truck wear and tear, the way they ran a snowstorm before, a typical two day event, comparing a storm to a storm he was at 1,168 truck hours in the before condition, the after condition was 1,172 truck hours, a four hour difference, almost a dead even wash. With regard to scheduling, the way Fontecchio looked at it, if he could schedule his staff far enough in advance, it was a scheduled straight time event. A snowstorm was considered an unscheduled event. Dantinne felt that was pretty common. As for routes, historically they had 18 state and 16 county, over the last couple years they added 2 as I-41 got bigger. With this they were pulling one of their reserved plows off the bench and will have 37 total routes, they had 7 towns getting them to 44 plows and they had 4-5 spares beyond that, the spares were pretty rough.

Motion made by Supervisor Sieber, seconded by Supervisor Dantinne to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

5. **CTH EE Intersection Report.**

Fontecchio gave a brief summary of his report and informed that their conclusion, after reconstruction of the intersection and Interstate overpass, it improved the accident rate by a significant amount; and the need for signals were below the threshold so the county recommended monitoring the intersection and to reevaluate the need for signals in five years.

Landwehr stated he would not be in favor of signals because of the close proximity to the roundabout. He found it interesting when comparing the crashes by the fairgrounds, which was reported earlier by the DOT, from 2011-2015 there were 22 crashes which they felt was too high and had to deal with it.

Here, the total reportable crashes, on the old numbers before were 23 in a two-year period, and now 16 within three, which was higher than the area by the fairgrounds. He appreciated them spending time and continuing to watching it.

Kaster believed this intersection was supposed to be upgraded with roundabouts, Fontecchio stated it was not. Landwehr believed the town did not want a roundabout in; Fontecchio informed that that was true.

Motion made by Supervisor Landwehr, seconded by Supervisor Sieber to receive and place on file. Vote taken.
MOTION CARRIED UNANIMOUSLY

6. **Bid recommendation and approval for Bid Project #2082 – Multiple Building Automation Upgrades.**

Motion made by Supervisor Sieber, seconded by Supervisor Kaster to approve the low bid of \$44,757.00 to Industrial Controls. Vote taken. MOTION CARRIED UNANIMOUSLY

7. **Housekeeping Report.**

After providing the background and a brief explanation of the tabulation of the RFQ results as compared to existing pay at Brown County and if they housekeepers were moved to the Brown County market rate, Fontecchio would not recommend any action on the RFQ's received and proposed working with Human Resources to start advertising the open positions at \$12.50 per hour with a 6-month step to market rate of \$13.64. There would be a fiscal impact of \$12,121.20 per year above the proposed 2017 budget to bring the existing housekeepers who were under market rate up to market. Two existing employees were at \$13.06/hour and two other employees were at \$11.63/hour.

Erickson felt this was the correct move to go and were in the right ballpark. In defense of the private firms currently cleaning, Fontecchio stated they struggle with the same levels of turnover and they struggle too. They tried to work with them as much as possible. To him they could have potentially worked through some of those issues but in looking at it, the county could do it for less and they should do it in-house. Landwehr wasn't necessarily opposed to doing this but wanted to make note that they did have comments back from the Register of Deeds Office that their quality of their cleaning had gone up.

Motion made by Supervisor Sieber, seconded by Supervisor Kaster to send to Administration to bring back at budget time with exact fiscal impact. Vote taken. MOTION CARRIED UNANIMOUSLY

8. **Municipal Project Agreement Policy Update.**

Fontecchio provided a brief update with regard to the Municipal Project Agreement. He stated he could keep working with the municipalities but informed that it was up to the committee in terms of how they really wanted to proceed. Kaster felt that if they didn't officially make a resolution or something they were going to end up in the same place in 5 to 10 years and everyone will say nothing was ever done; Fontecchio replied, potentially. Erickson suggested firming this up with the cities and villages and have it in writing with everyone signing off on it, bring it back here and they create an ordinance so everyone will know what they did. He felt they could have it stated it was a living document and subject to change.

Motion made by Supervisor Landwehr, seconded by Supervisor Sieber to open the floor to allow interested parties to speak. Vote taken. MOTION CARRIED UNANIMOUSLY

Erik Rakers - City of DePere

Rakers concurred with Fontecchio, they had a really good meeting with municipalities and Fontecchio last Thursday. He felt it was a really productive meeting; they had a couple things from the municipalities' standpoint that they were still concerned about and would like to work with Fontecchio on. They would appreciate having the opportunity to work with him over the next couple weeks to get resolved and bring it back to the board.

Motion made by Supervisor Landwehr, seconded by Supervisor Sieber to return to regular order of business. Vote taken. MOTION CARRIED UNANIMOUSLY

Responding to Landwehr, for construction/reconstruction they were going back to 50/50 cost sharing. The maintenance between construction projects would be the municipalities. Dantine questioned bike lanes, Fontecchio responded that that was one of the things they talked about and had to have more talks on. Do they take the Brown County bike and pet plan and say they will cost share everything that was on there. They had to work with the Planning Department more and make sure they have it the way they want it, not that he didn't want to do that, but they had to be careful not to box themselves in too much that they lose all flexibility. Sieber would be very supportive of following comprehensive plans. He added that an ordinance wasn't a living breathing document, it was set in stone. However, a policy could be changed by Fontecchio or the committee. Weininger interjected that an ordinance was like the law and they had to follow it unless they changed that ordinance. They would probably want to do a notwithstanding clause which allowed flexibility. The county created their policies, which were actually procedures, through ordinances and resolutions, based on state and federal law. All policies were printed on the county Intranet. For example they could put a dress code through an ordinance or a resolution; that's how they in affect make those changes. However, Chapter 4 already addressed dress code, which was an overall arching thing so HR can have a policy that enforced Chapter 4 covering dress code. He reiterated they created policies by creating the ordinance.

Kaster like the way this was going, they had an option of one way or the other. He didn't like bike lanes or other added options that were forced; he felt municipalities should have an option.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to send it back to staff and bring back in January. Vote taken. MOTION CARRIED UNANIMOUSLY

Airport

9. Budget Status Financial Report for August 2016.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

10. Departmental Opening Summary.

Airport Director Tom Miller informed they interviewed for the Maintenance Mechanic last week and had two more this week and will make a decision after that.

Motion made by Supervisor Sieber, seconded by Supervisor Dantine to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

11. Employee's Working over 12 Hrs. in a 24 hr. Period Report.

Miller informed that the operation of their equipment, such as the air stairs for football charters or political campaigns, they got paid for all of the time that these individuals worked. While they may have worked more than 12 hours in that given day, the time they spent working were reimbursed by the charter. It was a rate that was approved in the budget that included the benefits and was at time and a half.

**Motion made by Supervisor Dantine, seconded by Supervisor Kaster to receive and place on file. Vote taken.
MOTION CARRIED UNANIMOUSLY**

12. Director's Report.

Miller informed they had over 1,000 LSU fans here starting Thursday until Sunday morning; it was a fantastic event with fantastic folks, very enthusiastic but also appreciated the reception they got so that went very well.

As of 3pm today, they installed a monitor in the baggage claim area that provided a live feed from the zoo. It was an effort to show technologically that the county was able to do these types of things as well as provide some announcement by other departments. It was first the first live feed that the Technology Services Department had done and showed up nicely.

The Austin Straubel display that was passed earlier this year was at the print shop and they were in the process of developing the actual display which will also be installed in the baggage claim hopefully by the middle of October.

Austin Straubel was being inducted into the Wisconsin Aviation Hall of Fame October 15th, 2016 in Oshkosh.

**Motion made by Supervisor Dantine, seconded by Supervisor Kaster to receive and place on file. Vote taken.
MOTION CARRIED UNANIMOUSLY**

Planning and Land Services

Land Information – No agenda items.

Planning Commission

- 13. Resolution Adopting the Brown County Community Development Block Grant (CDBG) – Housing Revolving Loan Fund (RLF) Manual. *No discussion held.***

Motion made by Supervisor Dantine, seconded by Supervisor Sieber to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

- 14. Update regarding development of the Brown County Farm property – standing item.**

Planning Director Chuck Lamine stated they sprayed the phragmites. They worked with Museum Deputy Director Kevin Cullen to identify the gravesites on the hillside. The Executive will probably have something in his budget message.

**Motion made by Supervisor Sieber, seconded by Supervisor Dantine to receive and place on file. Vote taken.
MOTION CARRIED UNANIMOUSLY**

- 15. Budget Status Financial Report for August 2016 (Unaudited).**

Motion made by Supervisor Sieber, seconded by Supervisor Kaster to suspend the rules and take Items 15, 16 & 17 together. Vote taken. MOTION CARRIED UNANIMOUSLY

Zoning

- 16. Budget Status Financial Report for August 2016 (Unaudited). *See Item 17.***

Property Listing

- 17. Budget Status Financial Report for August 2016 (Unaudited). *See Item 17.***

**Motion made by Supervisor Sieber, seconded by Supervisor Landwehr to approve Items 15, 16 & 17. Vote taken.
MOTION CARRIED UNANIMOUSLY**

Port & Resource Recovery

18. Property Acquisition Plan – Request for Approval.

Port & Resource Recovery Director Dean Haen informed that this plan was prepared over the past 6 months; he provided a brief history and their goals and objectives. They decided through their strategic plan and efforts from last summer that they had to have a plan, a guide, framework for future County Board and Harbor Commission to figure out how best to use resources. This attempted to identify how much money they had, what kind of bonding was out there and grants. They looked at and figured out some metrics in how to rank properties, what property makes one more important than the other such as size, waterfront, rail access, steel dock wall, etc. as noted on page 4 of the document in the agenda packet material.

Landwehr referred to page 2 under Port Funding Options, A. Bonding, *“Allowing the Port of Green Bay to begin dealing in real estate would foster and spur the economic growth of the Port, the city of Green Bay and Brown County. Without this ability the Port’s likelihood to expand and grow are significantly limited”* and questioned why the government needed to be buying up the land verses assisting the private sector, for them to help foster their growth? Haen stated that from the years of doing this, they had 1 or 2 port leads a year. Every 3 to 4 years it becomes a real need and they had been unsuccessful. They were working on one right now with RGL Holdings and trying to get something to happen. Companies come and say they want to supply agriculture, the paper industry, etc. and in 12 months they need to be on a piece of property. Other ports had property and they would sit on it and could turn them and find a leaser to get on them. He gave examples of where things got complicated, they couldn’t work out a deal and it all fell apart. Landwehr wanted it known that he didn’t see where government actually owning the land brought in more value. They could be of great asset to the port without owning the land. Dantine felt by owning the piece or property, when they were out soliciting, all the work getting shippers to ship to Green Bay meant nothing if he had another step dealing with the land owners. If the county owned it, it was a quicker turnaround and it brought in revenue to Brown County. Erickson felt a lot were leases and some may want to sell; it was a double-edged sword. They also had to have the property to develop and get the dock walls, dredging, etc. to get leased or sold.

Haen gave additional examples of why having the port buying and having rights fostered the ability to do things when property owners were up to something different. There was competition too with what was going on next, where they going to have a Walmart on the waterfront or condos. If the Port owned it, their highest and best use was going to be Port use and they were going to push until they found a suitor for that port use. Sieber felt it was a good idea and important to have a planning document and a list together and have the Harbor Commission update it 5/10 years and making sure that those were still the best properties in their mind. It was a great document and they did a really good job putting it together and thanked Haen.

Motion made by Supervisor Sieber, seconded by Supervisor Dantine to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

19. Great American Disposal Contract Extension Attachment D – Request for Approval.

Haen gave a brief explanation of the language they put together and asked the committee to conditionally approve this or wait until next month as it was supposed to have been looked at by Corporation Counsel but he still did not have it signed off yet. Haen informed three years ago they were using Badgerland and they went bankrupt twice. This had been a significant improvement in terms of service, cost was right in line. This would make the contract a five-year; they currently had it for three. They had two years of existing agreements and price increases that were going to happen, schedule was on page 23. Once they got through the fifth year, the next three there was no increase unless CPI was above 1.5. Sieber felt government needed to be open and they needed to make sure they were bidding out everything to be fair. Their committee had been consistent with five year and then the wanted to see a rebid. Erickson noted that what he saw, they bid before to a contractor and everything went bad. They were scampering to get their loads hauled and their equipment was wearing out. This guy had come forward and wants to buy new equipment but doesn’t want to buy if he didn’t have a contract so he could pay for it. He could see extending this contract at virtually no increase cost to the county, purchase new equipment and have good reliable service at an affordable cost. They had extended numerous accounts at the County Board as well as this committee. Landwehr agreed that they had been a great partner but the reason this came forward was because they wanted to

buy new equipment. He worried at some if they kept doing this without a set policy that they were following they were setting themselves up to get sued by some company because we didn't extend their contract. He agreed with open government and liked to be consistent. Sieber felt to be consistent, if they took the CPI language out he would approve it. It was a minimal amount but the point was they would approve it if they wanted to hold the rates. If they wanted to hold their rates, he would be willing to extend it past the five years.

Motion made by Supervisor Erickson, seconded by Supervisor Dantine to have Corporation Counsel review the contract and approve or deny and bring back to the next meeting. Vote taken. MOTION CARRIED UNANIMOUSLY

20. Director's Report.

Haen spoke to his written report in the agenda packet which included updates of the following: Fox River Fiber/Outagamie County, Cat Island partial payment, land lease agreement to the City of Green Bay, adding additional recyclable material as part of residential collections, 5-year audit of the 217 Agreement for Corps use of the Bay Port dredged material re-handling facility, meeting and events scheduled in Madison under Port Days.

Motion made by Supervisor Sieber, seconded by Supervisor Dantine to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

Resolutions & Ordinances

- 21. An Ordinance to Amend Sections 4.49 and 4.57 of the Brown County Code of Ordinances Entitled, Respectively, as "Extra Pay" and "Policy". *Held until September meeting.***

Erickson informed this was being handled by the Executive Committee and modified to include more departments. Weininger informed he hadn't seen the fiscal on the attached but it may be wrong and couldn't verify right now.

Motion made by Supervisor Sieber, seconded by Supervisor Landwehr to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

Register of Deeds

- 22. Budget Status Financial Report for July and August 2016.**

Motion made by Supervisor Sieber, seconded by Supervisor Kaster to suspend the rules and take Items 22-25 together. Vote taken. MOTION CARRIED UNANIMOUSLY

- 23. Departmental Opening Summary. *See Item 25.***

UW-Extension

- 24. Budget Status Financial Report for August 2016. *See Item 25.***

Other

- 25. Audit of bills.**

Motion made by Supervisor Sieber, seconded by Supervisor Kaster to receive and place on file Items 22-25. Vote taken. MOTION CARRIED UNANIMOUSLY

- 26. Such other matters as authorized by law. None.**

- 27. Adjourn.**

Motion made by Supervisor Dantine, Seconded by Supervisor Kaster to adjourn at 8:51 p.m. Vote Taken. MOTION CARRIED UNANIMOUSLY.

Respectfully submitted,
Alicia A. Loehlein, Recording Secretary



WIS 32
Ashland Avenue and Parkview Road
City of De Pere
Brown County

Public Involvement Meeting
May 3, 2016



Housekeeping Items

- ▶ Sign In
- ▶ Comment Forms
- ▶ Handouts
- ▶ Displays
- ▶ Restroom Location



Presentation Agenda

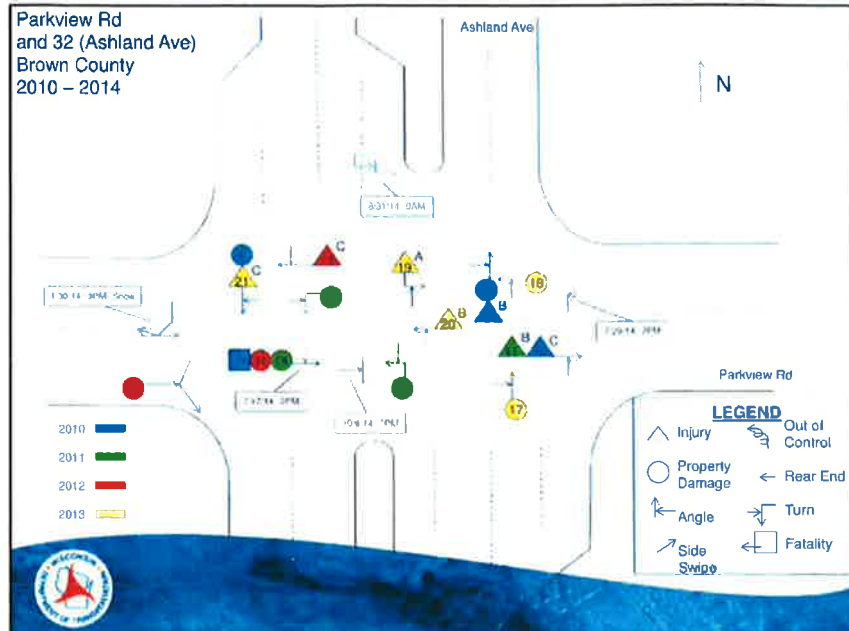
- ▶ Purpose and Need
- ▶ Project Scope
- ▶ Traffic Control
- ▶ Ashland Avenue Resurfacing Project
- ▶ Questions



Purpose and Need

- ▶ Intersection has safety concerns.
- ▶ There were 21 crashes between 2010 and 2014.
 - ▶ *17 of these crashes were right angle crashes.*
- ▶ Intersection is currently configured to allow all turning movements.
- ▶ The vertical profile for the eastbound approach to Ashland Avenue is poor.

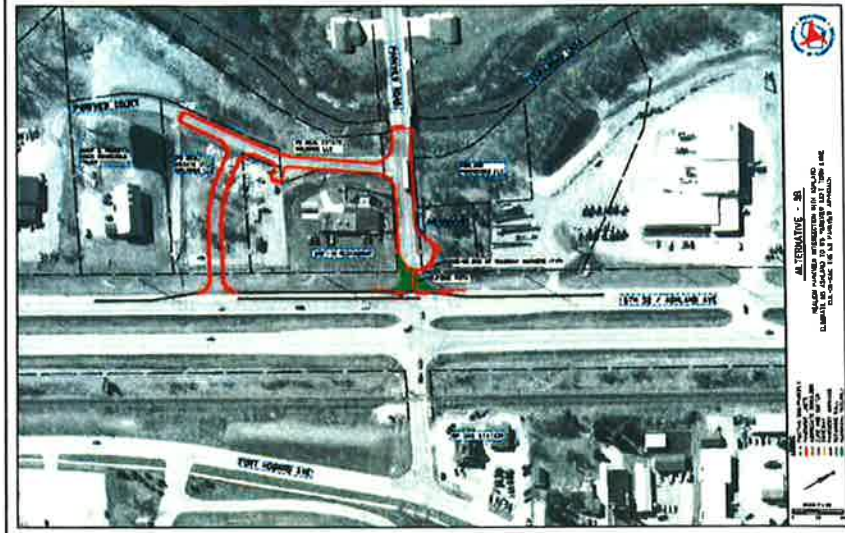




Project Scope

- ▶ **Project Limits**
 - ▶ The project limits are the intersection of WIS 32 and Parkview Road.
- ▶ **Intersection modification project.**
- ▶ **4 alternatives were created to address safety concerns. A preferred alternative has been identified.**
- ▶ **Real estate will be needed based on the alternative that was selected.**

Preferred Alternative



Traffic Control

- ▶ Construction now scheduled for 2019.
- ▶ Project will be constructed under traffic utilizing lane closures.
- ▶ Project will be constructed separately from Ashland Avenue resurfacing project.

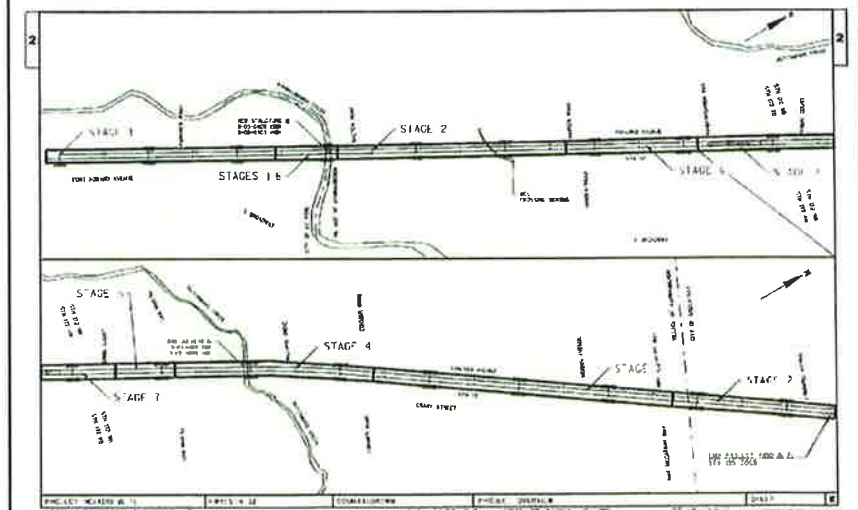


Ashland Avenue Resurfacing Project

- ▶ **UPDATE:** Construction now scheduled for 2017.
- ▶ WIS 32 traffic detoured to I-41.
- ▶ Construction in seven stages.
- ▶ One signalized intersection closed during each stage.
- ▶ Hard closure between Baeten Road and Parkview Road for duration of bridge construction.
- ▶ Access maintained to businesses at all times.



Ashland Avenue Resurfacing Project



**Thank you for attending
tonight's meeting!**

► Questions?



Contact Information

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Dan Segerstrom – WisDOT Supervisor

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492-7718

Mark Kantola – Regional Communications Manager

mark.kantola@dot.wi.gov

492-4153



Brown County Meeting Handout

**WIS 32
Parkview Road Intersection
Brown County**

Project ID: (4190-16-01)



**September 26, 2016
Wisconsin Department of Transportation
Northeast Region Office**

Project information

WisDOT is proposing to improve the intersection of WIS 32 and Parkview Road. Four alternatives were developed and investigated, and a preferred alternative has now been selected. Proposed improvements include:

- Access and safety improvements to the intersection of WIS 32 and Parkview Road.
 - Intersection is currently configured to allow all turning movements.
 - There were 21 crashes between 2010 and 2014 at the intersection.
 - 17 of these crashes were right angle crashes.
 - The vertical profile for the eastbound approach to Ashland Avenue is poor.
 - Preferred alternative will include constructing a cul-de-sac on Parkview Road west of WIS 32 and constructing a new access point south of Parkview Road. Additionally, preferred alternative will include construction of median islands at intersection of WIS 32 and Parkview Road restricting left-out and through movements from Parkview Road.

Proposed traffic impacts

The Parkview Road intersection improvements project is currently scheduled to be built in 2019. The Parkview Road intersection improvements project will be constructed under traffic with lane closures. Traffic may be reduced to one lane in each direction during construction.

Local access to all residences and businesses will be maintained during construction. Short term closures to residences and businesses may occur during construction. Construction staff will coordinate driveway closures with property owners during construction.

Real estate

Real estate will be needed for the Parkview Road intersection improvements project. Real estate will be needed to construct the cul-de-sac on Parkview Road west of WIS 32 and to construct the new access point to Parkview Road.

Project update/next steps

Public involvement meetings were held on February 17, 2016 and May 3, 2016 to discuss the WIS 32 and Parkview Road intersection project. A public involvement meeting will be held on October 17, 2016 to discuss the revised preferred alternative for the WIS 32 and Parkview Road intersection project.

A coordination meeting was held with local officials from Brown County on September 22, 2016 to discuss the WIS 32 and Parkview Road intersection project.

Coordination meetings were held with local officials from the city of De Pere on September 13, 2016 and the village of Ashwaubenon on August 31, 2016 to discuss the WIS 32 and Parkview Road intersection project.

Based on feedback from the public and local officials, WisDOT selected a preferred alternative and will proceed with the design of the Parkview Road intersection modification.

The environmental document will be completed in the fall of 2016. Final design will begin in the fall of 2016 and real estate needs will be identified in 2017.

Input/comments

Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community. Your input is welcomed and appreciated throughout the design process.

For more information, please contact:

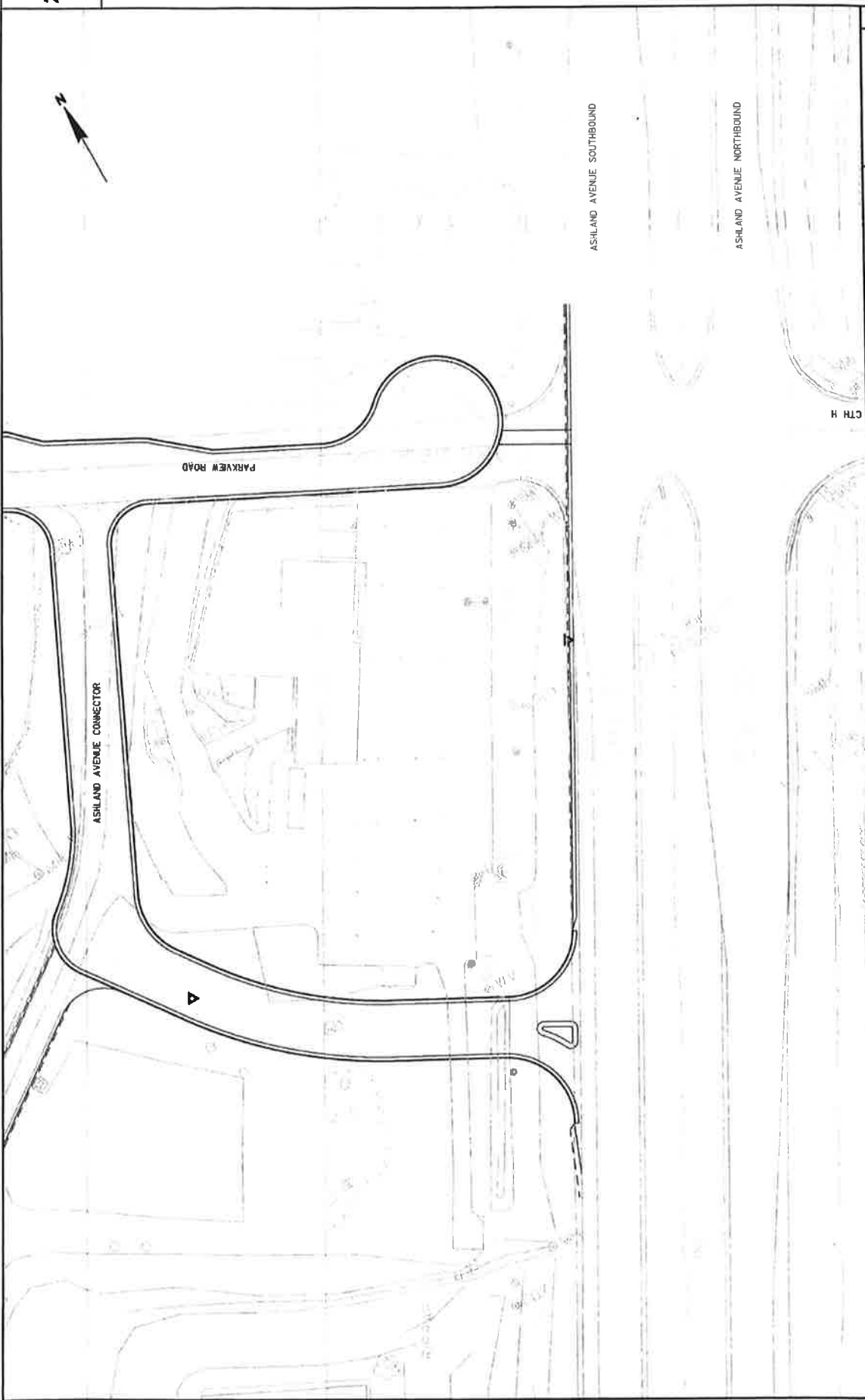
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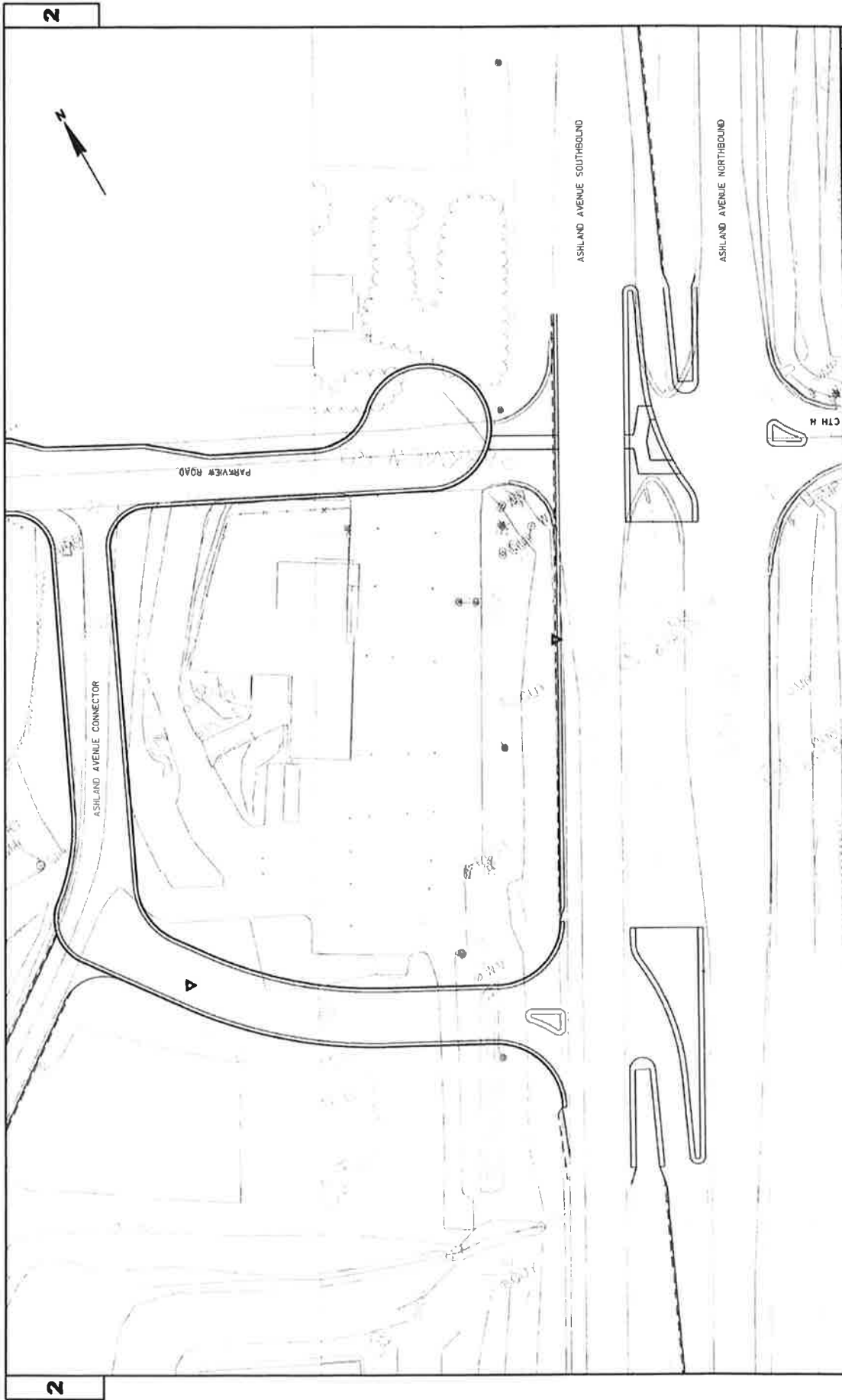
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PROJECT NO: 4190-16-01	HWY: PARKVIEW ROAD	COUNTY: BROWN	ALTERNATIVE 3B	SHEET	E
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PLOT DATE : 9/26/2018 2:02 PM
PLOT BY : DASH, ALEXANDER
PLOT NAME :
PLOT SCALE : 1 IN=50 FT
WISDOT/CADD SHEET 42



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PROJECT NO: 4190-16-01	HWY: PARKVIEW ROAD	COUNTY: BROWN	ALTERNATIVE 4	SHEET	E
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PUBLIC WORKS DEPARTMENT

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PAUL A. FONTECCHIO, P.E.
DIRECTOR

TO: PD&T Committee

FROM: Paul Fontecchio, P.E.

DATE: September 26, 2016

RE: Director's Report - Snow Plow Routes & Schedules

The new I-41 construction project will soon be fully open to traffic. Once complete, it becomes Brown County's responsibility to maintain this new \$1 Billion infrastructure system. A year ago Brown County initiated contact with the Department of Transportation (DOT) Central Office to look at performing a snow plow route optimization to help accommodate the added lanes miles, bridges, and roundabouts associated with the I-41 project. Knowing that the plow routes would necessarily change due to the I-41 project and the route optimization effort, this seemed the ideal time to address other plowing related issues.

We set the following four goals for the 2016-2017 plowing season:

1. **Accommodate the I-41 Project:** In October of 2016 the I-41 project will be fully open to traffic. We need to be prepared to plow the new system.
2. **Safety:** Address the inherent safety concerns of requiring employees to plow snow for up to 32 hours (or more) with only 4 hours off. Our goal should be:

Desirable:	12 hours work/12 hours off
Maximum:	14 hours work/8 hours off
Extraordinary:	16 hours work or 6 hours off
3. **Level of Service:** Improve/ensure the expected level of service on the DOT highways, especially those lane miles designated as 24-hour coverage.
4. **Efficiency:** Be as efficient as we can in our operations, utilizing optimized plow routes and scheduling.

Background:

- The DOT will be opening the remaining lanes on I-41 this October which will amount to a total of an additional 165 lane miles and 26 new multi-lane roundabouts. This is an increase of 23% in state lane miles in Brown County.
- Brown County will have approximately 880 lane miles of state highways to plow with 765 of those miles requiring 24-hour coverage during winter storm events.

- DOT Routine Maintenance Agreement (RMA) money has increased from a steady \$2.97 million from 2009 to 2013 increasing to \$3.44 million in 2014, \$3.82 million in 2015, and \$4.03 million in 2016 corresponding to the additional lane miles being added to the I-41 system, and an increased emphasis in maintenance of the state's infrastructure. We anticipate the RMA budget to increase to \$4.48 for 2017.
- Prior to 2011 the highway crew had 76 employees. We are currently at 69 highway crew employees. See chart below for a breakdown of employees and RMA dollars.

DOT Miles & Sections Summary for Brown County

Brown Co.	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	
RMA (Millions)	-	-	\$3.373	\$3.080	\$2.973	\$2.983	\$2.979	\$3.444	\$3.815	\$4.034	\$4.478	
RMA Spent (Millions)			\$2.729	\$2.529	\$2.629	\$2.272	\$2.979	\$3.664	\$2.579	\$2.911		
State Lane Miles	715.02	712.86	711.75	711.91	714.43	716.21	732.26	765.86	796.76	816.75	880.00	
State Sections	18	18	18	18	18	18	18	18	20	20		
County Sections	16	16	16	16	16	16	16	16	16	16	37	
Highway Crew FTE	76	76	76	76	76	68	67	65	70	69	78	5-Year Avg
# Winter Storm Events	15	21	24	15	29	22	31	45	30	29		31.4
Snow (inches)	18.1	61.8	75.2	31.3	105.4	42.0	72.0	82.7	32.4	55.8		57.0

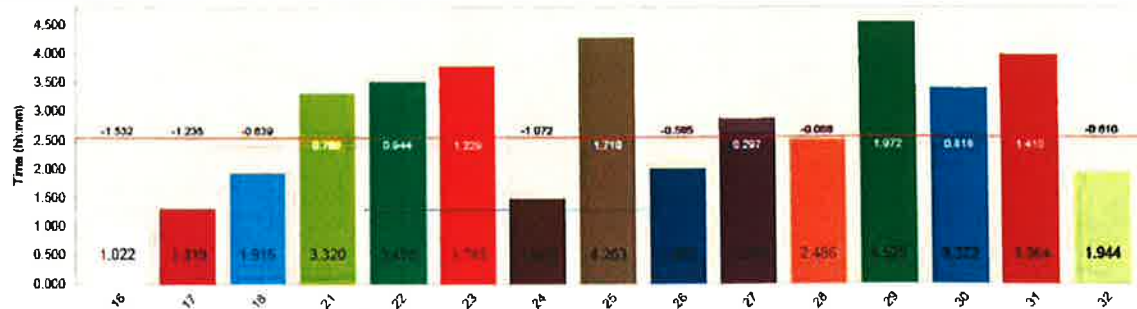
- With the 2014 Budget, the department eliminated four (4) Parks employees from winter plowing operations and added five (5) highway crew positions. At the time it was projected the I-41 project would add 80 lanes miles of roadway, and three (3) of the positions were slated to work the asphalt plant in the summer.
- It has been commonplace over the past few years for snow plow operators to work 16+ hours with 4 hours off and work another 16+ hours during a winter event, sometimes repeated within a day of the last snow event. Often during the overnight hours (4-6 hours) the County only had 4 plow trucks on for emergency services, not maintaining the 24-hour coverage as expected by the DOT.

Results:

- **Optimization:** All things considered, with the addition of 165 lane miles and 26 roundabouts, Brown County should have added four plow trucks to accommodate the new I-41 project (roughly 40 lane miles per plow truck). The new optimized plow routes have a mixture of state, county, and blended state/county routes which allowed for greater efficiencies. While the state and county sections will increase from 36 to 37, this effort has resulted in a cost avoidance of 4 new plows to cover the new lane miles (roughly \$300,000 x4 = \$1,200,000). The added route will utilize one of our single axle trucks we had as a spare truck at the STH 172 & I-41 interchange. Being centrally located, this truck will be able to assist I-41 and STH 172 crews as needed with ramps & roundabouts.
- **Plowing Strategy:** To accommodate the new I-41 roadway we will be utilizing new plowing techniques and equipment. We will start using a "gang plowing" technique where two, three, or more trucks are plowing multiple lanes together to clear the roadway. These trucks will occupy multiple lanes of travel and will be able to push the snow more effectively across multiple lanes at one time. In addition, Brown County has secured a Tow Plow from the DOT for use on I-41. This will be utilized as part of the "gang plowing" for plowing multiple lanes of I-41 at once.

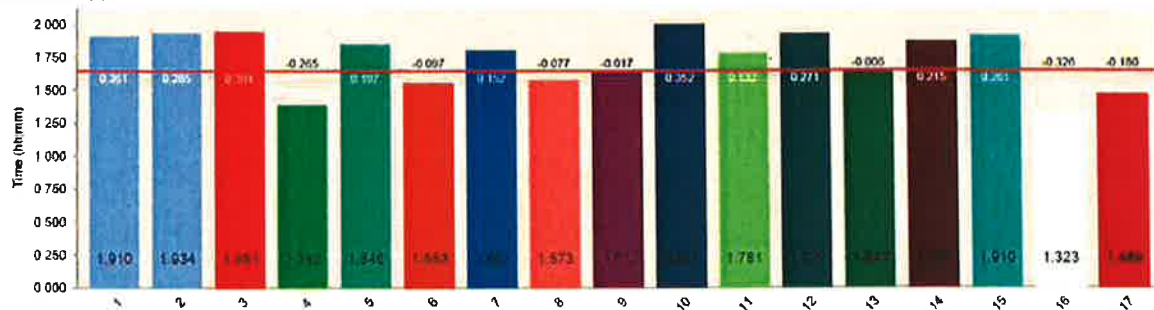
Our past routes varied quite a bit in terms of the time it took to complete one round ranging from 1 hour to 4.5 hours:

Total Times (2)



The new routes are much more evenly distributed – ranging from 1.50 hours to 2.00 hours:

Total Times (1)



The route optimization effort also looked at reducing the number of left turns, dead travel time, and evening out the routes in terms of time.

- **Schedule:** To address the safety concerns of having crews work 32+ hours with only 4 hours off, we have created a new schedule for snow events that are anticipated to last 2 days or more (most storms require a second day for cleanup – there are on average 31 of these snow events a winter). By creating a new crew schedule for plowing using 3 staggered crews we can meet the goals as stated above. The breakdown of staff is as follows:

Staffing Summary

	Crew			Σ
	A	B	C	
State/County	20	17	17	54
Town	7	-	-	7
Traffic (Signs)	2	-	-	2
Graders	-	-	13	13
Total:				76

Crew Schedule
Crew A can expect to work during the 3 AM to 7 PM time range.
Crew B can expect to work during the 7 AM to 7 PM time range.
Crew C can expect to work during the 7 PM to 7 AM time range.
Grader crews are fill-ins for any open Crew A, B, or C position or operate a grader as needed.

- **Staffing:** To meet the goals of improved safety, 24-hour coverage, and the additional lane miles added by the I-41 project, we will need to add 7 highway crew positions as part of the 2017 budget. This brings our highway crew up to where it used to be prior to 2012, but with more lane miles, roundabouts, etc. The cost to add the staff is estimated at \$37.17 (labor and fringe) x 7 x 2080 = \$541,195.20 per year. We anticipate these seven crew members will work on the DOT highway system in the summer and winter so their wages will be covered mainly from RMA funding which has increased over \$1.4 million over the past few years.

After discussions with the DOT statewide maintenance engineer Rose Phetteplace and the regional maintenance engineer Kurt Wranovsky, the DOT agrees with our analysis and has stated that, ***"Brown County needs more employees and plow drivers than last year with the additional lane miles on I-41."***

- **Overtime:** With the added staff and new schedule, there will be a reduction in overtime hours required – approximately 30% to 35% during winter snow events, which over the winter season will result in a cost savings of \$80,000 to \$85,000 of overtime for the County and State (roughly half each).
- **Level of Service:** By utilizing a split schedule, we are able to keep an appropriate number of plow trucks in service 24-hours a day during a winter storm per the DOT's expectations. With the new schedule we will have 17 trucks on the roads during the overnight hours versus 4 trucks of the past.
- **Plow Sections:** To accommodate the new plow routes and scheduling we will be re-bidding the plow route sections based on start date with the highway department and then in alphabetical order (if same date).

Summary:

In summary, the challenges of accommodating the additional infrastructure associated with the I-41 project have led to an opportunity to significantly improve snow plow operations at Brown County. Specifically:

1. **We accommodated the I-41 Project** including the additional lane miles, bridges, and roundabouts without purchasing more snow plow trucks.
2. **We improved the safety of our operations** by setting a maximum number of hours to be worked and minimum hours off between shifts so crews are rested.
3. **We improved the level of service** by increasing our plow presence on the state 24 hour coverage roadways.
4. **We reduced the overtime costs** by utilizing a staggered schedule for winter storm events.
5. **We can offer fixed schedules for the crew** so that they can better anticipate the hours they will be expected to work during a winter storm event.

Through the 2016/2017 snow plow season we will monitor and assess staffing levels for the highway crew and mechanics with the new routes and schedules to address potential changes that may need to be made for the 2017/2018 winter. We will also evaluate the number of plow trucks, sizes of future plow truck replacements, and other equipment needs that may need to be made for next winter and build those changes (if any) into the 2018 budget.